



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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TRI-VALLEY TRIANGLE STUDY POLICY ADVISORY COMMITTEE

MEETING NOTICE

Friday, June 3, 2005

2:00 PM

City of Dublin
Regional Meeting Room
100 Civic Plaza
Dublin, CA 94568

Members:

Mayor Janet Lockhart	City of Dublin
Councilmember Kasie Hildenbrand	City of Dublin
Mayor Marshall Kamena	City of Livermore
Councilmember Marjorie Leider	City of Livermore
Mayor Jennifer Hosterman	City of Pleasanton
Councilmember Cindy McGovern	City of Pleasanton
Supervisor Scott Haggerty	Alameda County
Supervisor Nate Miley	Alameda County

Agenda

1.0 INTRODUCTIONS

2.0 PUBLIC COMMENT

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make their desire known to the Chair.

3.0 MINUTES OF MAY 6, 2005*

ACTION

The Committee is requested to review and approve the Minutes of May 6, 2005. Staff would like feedback on the format and level of detail to determine if the ideas/actions been captured sufficiently.

4.0 PURPOSE OF STUDY*

ACTION

The Technical Advisory Committee recommends approval of the revised study purpose (attached). The text has been modified to clarify the intent of the analysis and to incorporate the comments made by the Policy Advisory Committee at the May meeting.

5.0 SCHEDULE UPDATE*

INFORMATION

There are no changes to the current schedule. (See attachment)

6.0 TRAVEL FORECASTING & OPERATION MODELS: FUTURE BASE CASE SCENARIO

ACTION

The Policy Advisory Committee is requested to re-visit the roadway network to be applied in the travel demand and operations models in order to delete the Stoneridge Drive extension and the West Las Positas Interchange in the City of Pleasanton.

7.0 SELECTION OF OPERATIONS MODEL*

DISCUSSION/ACTION

The Policy Advisory Committee is requested to approve the TAC recommendation to use the CORSIM model as the operations model for the Triangle Study. The TAC reviewed the operating characteristics of various models and elected to go with CORSIM because it fulfills the requirements of the study and does not increase the budget. The attached memo prepared by the consultants provides information on how the model can be used for this study.

8.0 ADJOURNMENT/NEXT MEETING FRIDAY, JULY 1, 2005

The next regularly scheduled meeting is the Friday before a three day weekend. The PAC may wish to consider moving the meeting to July 8.

PARSONS RECORD OF MINUTES

645176/224.01

PROJECT: Tri-Valley Triangle Study

SUBJECT: Triangle PAC Meeting

DATE: May 6, 2005; 2:00 PM

LOCATION: Dublin City Hall, Regional Room
100 Civic Plaza
Dublin CA 94568

ATTENDEES: See attached sign-in sheet, Agenda, and attachments

MINUTES BY: Parsons

The purpose of the meeting was to discuss the study performance measures (including weighting and recommendations to the PAC) and base case definition.

The following is a summary of the meeting. Action items are shown in **bold** and critical path items are in ***bold and italicized***. Action items subsequently completed are in *italics*.

DISCUSSION	ACTION
<u>Introductions:</u> The meeting began with all attendees introducing themselves.	
<u>Public Comments:</u> There were no public comments.	
<u>Purpose of Study:</u> ACCMA (Jean Hart) introduced the “purpose of the study” stated in the agenda, saying that the language could be improved for clarity. In the following discussion, Councilmember Cindy McGovern of Pleasanton suggested adding a sentence stating that part of the purpose was to come to consensus on transportation priorities and sequencing of projects that benefit the region. .	ACCMA to revise language of the Purpose of Study and bring before the PAC again.
<u>Schedule Update:</u> Jean Hart introduced the schedule update, saying that the selection of the CCTA Tri-Valley Travel Model increased the schedule to complete the analysis by three months. The approval of the operations model by the PAC on June 3 rd is critical to maintain the current schedule. Any delay in the decision will add at least one month in the study schedule. The attached schedule shows that study will be approved by the Policy Advisory Committee in February 2006. The PAC approved the schedule as stated. The schedule will be on the PAC’s agenda each meeting. There was a request for the TAC minutes to be included as part of the PAC package. Since some people were not getting the mailing, Jean Hart said that in the future the packages would be sent by email to all in addition to mailing.	ACCMA to include TAC minutes as part of PAC briefing package, which would be sent by email to all attending the PAC meetings.
<u>Performance Measures:</u> Jean Hart explained the measures, noting that the VMT by jurisdiction and facility type would allow the group so see whether there is diversion onto local arterials. She expressed the caveat that origin and destination of the trips made a	

PARSONS RECORD OF MINUTES

<p>difference too. There was discussion of the reasoning behind the weighting. The County Supervisor Scott Haggerty wanted to reserve judgment about how well the measures would work. The PAC approved the measures as stated.</p>	
<p><u>Travel Forecasting and Operations Models – Future Base Case Scenario:</u> Jean Hart explained that the Future Base Case Scenario will be the backdrop for the analysis of the eight alternative packages. The base case scenario will be based on adopted General Plans, the Alameda Countywide Transportation Plan and the Regional Transportation Plan. There was discussion of what is not in the base case scenario but will be included as part of the alternative packages.</p> <p>Jeff Knowles emphasized to the PAC that the purpose of the study is a look at sequencing of regional improvements on I-580, I-680 and SR 84, and that the base case as recommended by the TAC would be sufficient for the level planning study that is scoped.</p> <p>There was also discussion of how to address the issue of likely changes in the general plans, such as the potential removal of the extension of Stoneridge Drive from the Pleasanton General Plan. While Stoneridge Drive was cited as a primary example, the issue is more broadly about which future parallel arterials should be included in the Future Base Case Scenario and how these arterials could affect the outcome of the study.</p> <p>The PAC approved the Future Base Case Scenario as presented with the condition that changes, such as the deletion of the Stoneridge Drive extension, be further discussed at the next meeting. Consideration for running additional alternative scenarios was discussed. Parsons was directed to develop costs for expanding the number of alternatives to address this issue.</p>	<p><i>Parsons to develop costs for expanding the number of alternatives to address issues such as the future extension/non-extension of parallel arterials.</i></p>
<p><u>Adjournment:</u> The meeting was adjourned until the next meeting on June 3, 2005.</p>	

Tri-Valley Highway Triangle Analysis

Revised Purpose of Analysis

The purpose of the Triangle Analysis is to develop, by consensus, a long range transportation plan for improvements on I-580, I-680 and Route 84 that benefits the region (Tri-Valley). The recommended project sequencing and implementation strategy will

- provide improvements to relieve congestion
- be cost effective
- be consistent with the transportation needs in the area

The analysis will consider project scope, schedule, cost, and funding availability.

Tri-Valley Highway "Triangle" Analysis

Critical Schedule Milestones and Critical Decisions Point

Major Milestones	Dates	PAC/TAC - Critical Decisions/Actions	Impact on Schedule
PAC approved Scope of Work	Jan. 31, 2005	Completed	
Selection of Traffic Forecast Model	Jan. 31, 2005	Completed - Changed Scope to use CCTA Tri-Valley Travel Forecast Model	Delayed Schedule by three months
Selection of Traffic Operations Model	June 3, 2005	TAC recommendation May 17, 2005	Late decision impacts schedule
Approve Projects to be Tested	July 1, 2005	Pending	Late decision impacts schedule
Approve Tri-Valley Vision for I-580, I-680, and Route 84	Sept. 2, 2005	Pending	Late decision impacts schedule
Approve Phasing and Implementation Strategy	Oct. 7, 2005	Pending	Late decision impacts schedule
Approve Recommendations in Draft Report	Jan. 6, 2006	Pending	Late decision impacts schedule
Approve Final Report	Feb. 3, 2006	Pending	Late decision impacts schedule

Memorandum

TO: Jean Hart, ACCMA

FROM: Parsons

DATE: May 24, 2005

SUBJECT: Tri-Valley Highway "Triangle" Analysis – A Description of the CORSIM Program

The primary objective of this study is to develop a long range plan on I-580, I-680 and SR 84 in the Tri-Valley region, and to recommend project implementation sequence. Currently, a CORSIM model has been developed by Parsons to perform the I-580 HOV Lane Project traffic operations analysis. Extent of the network includes the I-580 freeway from the I-680 interchange on the west, to N. Flynn Road on the east. The model was calibrated to existing conditions and also had been modified to perform Year 2030 and Year 2010 traffic operations analysis, which included HOV lane and ramp metering. During the Triangle Study TAC meeting on May 17, 2005, all members (including Caltrans and the city representatives) reached consensus on the selection of CORSIM as the traffic operations analysis tool.

CORSIM is a part of TSIS (Traffic Software Integrated System), a software package funded by the Federal Highway Administration. Some typical applications include the following:

1. Integrated surface street and freeway operations in a single network complete with different types of controls: stop, signal and ramp metering.
2. A system wide analysis.
3. High Occupancy Vehicle (HOV) lane facility
4. Ability to replicate weaving segments, merging and diverging influence areas
5. Bus transit operations
6. Roadway incidents
7. Freeway ramp metering

The types of projects proposed for this study include freeway HOV lanes, HOV direct connector, ramp metering, truck climbing lane, etc. The freeway measures of effectiveness to be evaluated include: freeway throughput (vehicular and passenger), vehicle hours delayed (VHD), vehicle hours traveled (VHT) vehicle miles traveled (VMT), freeway bottleneck and queuing, etc. All of these measurements can be reported from the CORSIM simulation output.

The existing CORSIM model provides both time and cost savings in the development of a micro simulation model for this study. CORSIM also meets the need for provision of measures of effectiveness. Thus, it is an appropriate tool for the purpose of this study.